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WASHINGTON, THURSDAY, JULY 23, 1840.

[WHOLE NO. 290.

Exploring Expedition.

From the Globe.

EXPLORING EXPEDITION.

U. S. SHIP VINCENNES, March 11, 1840.

SIR: I have the honor to report that having completed our outfitts and observations at Sydney, N. S. W. the exploring squadron under my command, composed of this ship, the Peacock, Porpoise and Flying Fish, sailed in company on the 26th of December, with my instructions to proceed south as far as practicable, and cruise within the Antarctic ocean. Copies of the instructions were forwarded to you with my despatch, No. 57.

We continued in company until the 1st of January, when we parted company with the Flying Fish, and with the Peacock in a fog on the 3d.

I then steered with the Porpoise in company for our first rendezvous, Macquain's island, and from thence to Emerald island, our second rendezvous, having passed over the supposed locality of the latter in long. $162^{\circ}, 30'$, E., lat. $57^{\circ}, 15'$, S., without seeing land or meeting with the Peacock or Flying Fish.

On the 10th of January, being in lat. 61° , S., we fell in with the first ice islands, and continued steering to the southward among many icebergs, which compelled us to change our course frequently in avoiding them.

On the 12th, we run into a bay of field ice, in long. $164^{\circ}, 53'$, E., and lat. $64^{\circ}, 11'$, S., presenting a perfect barrier to our progress further south; a heavy fog ensuing, during which we parted company with the Porpoise, her commander having directions to follow my written instructions in that event.

I had determined to leave each vessel to act independently, believing it would tend to give, if possible, a greater degree of emulation to us all; and being well satisfied, that owing to the ice and thick weather it would be impossible to continue long in company, I deemed it preferable to hazard the event of accident, rather than embarrass our operations.

I therefore submit the details of the proceedings of this ship, as they will without doubt, nearly coincide with the movements of the other vessels of the squadron, the reports from which will tend to verify our operations.

After an unsuccessful attempt to penetrate through the ice on the 12th of January, we proceeded to the westward, working along with head winds and fogs, and on the 16th fell in with the Peacock in long. $157^{\circ}, 43'$, E., lat. $65^{\circ}, 26'$, S.

On the morning of the 19th of January, we saw land to the south and east, with many indications of being in its vicinity, such as penguin, seal, and the discolouration of the water; but the impenetrable barrier of ice prevented our approach to it, and the same day we again saw the Peacock to the south and west. We were in longitude $154^{\circ}, 27'$, E., and latitude $66^{\circ}, 20'$, S.

On the 22d, we fell in with large clusters and bodies of ice, and innumerable ice islands, and until the 25th were in a large bay formed by ice, examining the different points in hopes of effecting an entrance to the south, but were disappointed. We here reached the lat. of $67^{\circ}, 4'$, in long. $147^{\circ}, 30'$, E., being the furthest south we penetrated. Appearances of distant land were seen in the eastward and westward, but all points except the one we entered, presented an impenetrable barrier. We here filled up our water tanks with ice taken from an iceberg alongside the ship.

We made our magnetic observations on the ice. The dipping needles gave $87^{\circ}, 30'$, for the dip, and our azimuth compass was so sluggish on the ice, that on

being agitated, and bearings taken again, it gave nearly three points difference; the variation being $12^{\circ}, 35'$, E. A few days afterwards, about one hundred miles further to the west, we had no variation, and thence it rapidly increased in westerly variation, from which I am of opinion that when in the ice bay we could not have been very far from the south magnetic pole. This bay I named Disappointment Bay, as it seemed to put an end to all our hopes of further progress south.

On the 27th, we fell in with the Porpoise, in long. $142^{\circ}, 20'$, E., and lat. $65^{\circ}, 54'$, S., and parted company shortly afterwards.

On the 28th, at noon, after thirteen repulses, we reached long. $140^{\circ}, 30'$, E., and lat. $66^{\circ}, 33'$, S., where we again discovered land bearing south, having run over forty miles, thickly studded with icebergs. The same evening, we had a heavy gale from the southeast, with snow, hail, and thick weather, which rendered our situation very dangerous, and compelled us to retrace our steps by the route which we had entered. During this gale, we were unable to see the distance of a fourth of a mile, constantly passing near icebergs which surrounded us, and rendering it necessary to keep all hands on deck. On the morning of the 30th the gale abated, and we returned by the same route to reach the land, when the dangers we had encountered among the ice the preceding night, and our providential escape, were evident to all.

We run towards the land about fifty miles, when we reached a small bay pointed by high ice cliffs and black volcanic rocks, with about 60 miles of coast in sight, extending to a great distance towards the southward, in high mountainous land.

The breeze freshened to a strong gale, which prevented our landing, and compelled us to run out after sounding in thirty fathoms water, and within two hours afterwards the ship was again reduced to her storm sails, with a heavy gale from the southward, with snow, sleet, and a heavy sea, continuing 36 hours, and if possible, more dangerous than that of the 28th and 29th, owing to the large number of ice islands around us; after which I received reports from the medical officers, representing the exhausted state of the crew and condition of the ship, of which the following are extracts:

The medical officers on duty, reported under date of the 31st of January, that "The number upon the sick list this morning is fifteen; most of these cases are consequent upon the extreme hardship and exposure they have undergone during the last gale of wind, when the ship has been surrounded with ice. This number is not large, but it is necessary to state that the general health of the crew is, in our opinion, decidedly affected, and that under ordinary circumstances the list would be very much increased, while the men, under the present exigencies, actuated by a laudable desire to do their duty to the last, refrain from presenting themselves as applicants to the list."

"Under these circumstances we feel ourselves obliged to report that, in our opinion, a few days more of such exposure as they have already undergone, would reduce the number of the crew by sickness to such an extent as to hazard the safety of the ship and the lives of all on board."

After which, the surgeon being restored to duty, reported to me as follows:

"I respectfully report that, in my opinion, the health of the crew is materially affected by the severe fatigue, want of sleep, and exposure to the weather, to which they have lately been subjected; that a continuance of these hardships, even for a very short period, will entirely disqualify a great number of men from their

duty, and that the necessary attention to the health of the crew and their future efficiency and usefulness, demands the immediate return of the ship to a milder climate."

Deeming it my duty, however, to persevere, I decided to continue, and steered again for the land which we had named the *Antarctic continent*.

We reached it on the 2d February, about 60 miles to the westward of the point first visited, where we found the coast lined with solid perpendicular ice cliffs, preventing the possibility of landing, and the same mountains trending to the westward. From thence we proceeded to the westward along the ice barrier, which appeared to make from the land, until the 3d, when we again encountered a severe gale from the S. E. with thick weather and snow until the 7th February, when it cleared up sufficiently to allow us to see our way clear, and we again approached the perpendicular barrier of ice, similar to that which we had previously seen as attached to the land; the same land being in sight at a great distance. We stood along the barrier about 70 miles to the westward, when it suddenly trended to the southward, and our farther progress south was arrested by a solid barrier of field ice. After an unsuccessful examination for 24 hours in all directions, we continued to the westward along the barrier, as usual surrounded by ice islands.

On the 8th and 10th (being on the 8th in long. $127^{\circ}, 7'$, E., lat. $65^{\circ}, 3', 5''$, S.) we had similar appearances of distant mountains, but the compact barrier extending from east to west by south, prevented a nearer approach.

On the night of the 9th of February, being the first clear night for some time, we witnessed the aurora Australis.

We continued, on the 10th and 11th westward, with southeast winds and fine weather, close along the barrier, which was more compact, with immense islands of ice enclosed within the field ice.

On the 12th, we again saw the distant mountains, but were unable to effect a nearer approach, being in long. $112^{\circ}, 16'$, E., lat. $64^{\circ}, 57'$, S., and I was again compelled to go on to the westward.

The ice barrier trending more to the southward, induced me to hope that we should again succeed in approaching nearer the supposed line of coast. On the 12th, at noon, we had reached long. $107^{\circ}, 45'$, lat. $65^{\circ}, 11'$, S., with a tolerably clear sea before us, and the land plainly in sight. I continued pushing through the ice until we were stopped by the fixed barrier about fifteen miles from the shore, and with little or no prospect of effecting a landing.

I hauled off for the short night, and the next morning made another attempt at a different point, but was equally unsuccessful, being able to approach only three or four miles nearer, as it appeared perfectly impenetrable. Nearer us were several icebergs, colored and stained with earth, on one of which we landed and obtained numerous specimens of sand stone, quartz, conglomerate and sand, some weighing an hundred pounds. This, I am well satisfied, gave us more specimens than could have been obtained from the land itself, as we should no doubt have found it covered with the ice and snow one hundred or more feet in thickness. We obtained a supply of fresh water from a pond in the centre of the same island. Our position was long. $106^{\circ}, 40'$, E., lat. $65^{\circ}, 57'$, S., and upwards of seventy miles of coast in sight, trending the same as that we had previously seen.

Although I had now reached the position where our examinations were to terminate by my instructions to the squadron, I concluded to proceed to the westward along the barrier, which continued to be much discolored by earth, and specimens of rock, &c. were obtained from an ice island. A sea leopard was seen on the ice, but the boats sent did not succeed in taking him.

On the 17th February, in long. $97^{\circ}, 30'$, E., lat. $64^{\circ}, 8'$, S., land was again seen at a great distance towards

the southwest. We now found ourselves closely embayed, and unable to proceed in a westerly direction, the ice barrier trending around to the northward and eastward, compelled us to retrace our steps. We had entered a deep gulf on its southern side, and it required four days beating along its northern shore to get out of it. During this time our position was critical, the weather changeable, and little room in case of bad weather. It fortunately held up until we found ourselves again with a clear sea to the northward.

The ice barrier had now trended to about sixty-two degrees of latitude: the wind having set in from the westward with dark weather, and little prospect of seeing the land or making much progress to the westward prior to the 1st of March, thereby losing time which might be spent to advantage for our whaling interests at New Zealand, I determined to proceed to the north on the evening of the 21st.

There was a brilliant appearance of the aurora Australis on the

	deg. min.	deg. min.
17th February, in long.	$97^{\circ} 39'$	E. lat. $64^{\circ} 00'$ S.
Also, on 22d, in "	$103^{\circ} 30'$	E. " $58^{\circ} 10'$ S.
" 25th, in "	$117^{\circ} 31'$	E. " $53^{\circ} 00'$ S.
And on 1st March "	$137^{\circ} 00'$	E. " $49^{\circ} 30'$ S.

The result stated in this report leads me to the following conclusions:

1st. From the discoveries of the land through forty degrees of longitude, and the observations made during this interesting cruise, with the similarity of formation and position of the ice during our close examination of it, I consider that there can scarcely be doubt of the existence of the Antarctic continent, extending the whole distance of seventy degrees from east to west.

2d. That different points of the land are at times free from the ice barrier.

3d. That they are frequented by seal, many of which were seen, and offer to our enterprising countrymen engaged in those pursuits, a field of large extent for their future operations.

4th. That the large number of whales of different species, seen, and the quantity of food for them, would designate this coast as a place of great resort for them. The fin backed whale seemed to predominate.

We proceeded on our cruise to the northward and eastward with strong gales, until we reached the latitude of certain islands, laid down on the charts as the Royal Company's islands, about six degrees to the westward of their supposed locality; I then stood on the parallel and passed over their supposed site, but we saw nothing of them, or any indication of land in the vicinity. I feel confident as far as respects their existence in or near the longitude or parallel assigned them, to assert that they do not exist.

The last ice island was seen in latitude 51° S. A few specimens of natural history were obtained and preserved during the cruise.

As I conceive it would be unbecoming in me to speak of our arduous services, the report and accompany chart of our cruise must speak for us; but I cannot close this report without bringing to your notice the high estimation in which I hold the conduct of the officers, seamen, and marines, during this Antarctic cruise, the manner and spirit, together with the coolness and alacrity with which they have met the dangers and performed their duties. I trust that they will receive from the Government some gratifying notice of it. All I can say in their favor would fall far short of what they deserve.

I shall ever bear testimony that they have proved themselves worthy of the high character borne by our countrymen and the navy to which they belong.

I have the honor to be, sir, most respectfully, your obedient servant,

CHARLES WILKES,
Comdg Exploring Expedition of the U. S.
To the Hon. JAMES K. PAULDING,
Secretary of the Navy, Washington City.

From the New York Journal of Commerce.
LATEST FROM THE EXPLORING EXPEDITION.

HIGHLY IMPORTANT DISCOVERY.—The Exploring Expedition has covered itself with glory. Capt. Wilkes, in the Vincennes, has ascertained, beyond all question the existence of a great Antarctic Continent, and has actually skirted along its coast throughout more than 56 degrees of longitude. The particulars of this important discovery so far as they are known to us, are contained in the following extract from a Sidney (New South Wales) paper of March 12th, for which we are indebted to a commercial house, who received it from their Sidney correspondent. The same paper also contains (from the Hobart-town Courier) information of the same Continent having been seen, *on the same day*, though in a different longitude, by the French Exploring expedition; but the latter was unable to approach the coast save at a single point, and does not appear to have even seen more than a few miles of it, whereas the American Expedition saw and examined it, as before stated, for a distance of more than 54 degrees of longitude. Probably the same continent was seen some years ago by Captain Fanning, (see Fanning's Voyages, p. 447.) We subjoin the two extracts above referred to.

From the Sidney Herald, March 12th.

DISCOVERY OF THE ANTARCTIC CONTINENT.—Amongst the arrivals to be found in our shipping list of this day, is that of the United States ship Vincennes, under the command of Charles Wilkes, Esq. The Vincennes has been absent from this port almost eighty days, most of which time has been spent in southern exploration, and we are happy to have it in our power to announce, on the highest authority, that the researches of the exploring squadron after a southern continent, have been completely successful. The land was first seen, in latitude 66° 20' south, longitude 154° 18' east.

The Peacock, (which ship arrived in our harbor on the 22d ultimo, much disabled from her contact with the ice,) we learn, obtained soundings in a high southern latitude, and established beyond doubt the existence of land in that direction. But the Vincennes, more fortunate in escaping injury, completed the discovery, and run down the coast from 154° 18' to 97° 45' east longitude, about seventeen hundred miles, within a short distance of the land, often so near as to get soundings with a few fathoms of line, during which time she was constantly surrounded by ice islands and bergs, and experiencing many heavy gales of wind, exposing her constantly to shipwreck. We also understand that she has brought several specimens of rock and earth procured from the land, some of them weighing upwards of one hundred pounds.

It is questionable whether the discovery can be of any essential service to commerce; but it cannot be otherwise than gratifying to Captain Wilkes and the officers engaged with him in this most interesting expedition, to have brought to a successful termination the high trust committed to them by their country, and it is hoped that so noble a commencement in the cause of science and discovery, will induce the government of the United States to follow up by other expeditions that which is now on the point of termination.

We understand that the Vincennes will sail on Sunday or Monday next for New Zealand, where the Porpoise and Flying Fish will rejoin her, should they have been equally fortunate with their two consorts in escaping from the ice. The Peacock will follow as soon as her repairs are completed; whence they will all proceed in furtherance of the object of the expedition.

We will only add, that we wish them God speed.

From the Hobart-town Courier.

We have to acknowledge the receipt of a French letter, containing a succinct account of the expedition of the two French corvettes, the *Astrolabe* and *Zelee*,

under the command of Commodore D'Urville, which from its length, and the late hour at which it reached our office, we are unable to give in type this week. Our readers will be pleased to learn, that the exertions of the French Commodore have been crowned with success. On the evening of the 19th January, in latitude 66° S., and about 130° east longitude, land was descried; and on the 21st the two corvettes approached to within five or six miles, and two boats crews put off to collect specimens of rock from a point which was clear of ice. The land is described as stretching from the south to the W. S. W. as far as the eye could discern. Commodore D'Urville was desirous of continuing his discoveries, but was stopped on the 23rd by a bank of ice stretching out from the land directly north to an immense distance, and was consequently compelled to alter his course.

The following day the vessels encountered a most furious gale of wind, during which the *Zelee* very narrowly escaped being wrecked. Further progress was prevented by (la banquise) which hindered any further progress towards the south. Although not much will have been gained by this enterprise in point of utility, it will add greatly to our geographical and scientific knowledge. It does not appear that any living beings or animals exist in these cold and dreary regions, not even a seal was seen, nor any very useful kind of whale. Captain Dumont d'Urville has, by this discovery, earned an additional title to the honors of his country, distinguished as his name has already been in scientific navigation. (The *Astrolabe* and *Zelee* had arrived at Hobart Town.)

POSTSCRIPT.

Since putting the above in type, we have been favored with the annexed letter from an officer of the Vincennes, which with some variations from the newspaper statement, contains many additional particulars.

U. S. SHIP VINCENNES,

Sidney Harbor, March 12th 1840.

We arrived here yesterday from our Southern cruise, upon the success of which we all have reason to congratulate ourselves. We have discovered land within the Antarctic, and cruised along the edge of the barrier ice (seeing the land frequently) upwards of seventy degrees of longitude. All are convinced there is an extensive Continent there. Whether it will be of any benefit to mankind, or not, time alone can show.

For my part, no inducements could be held out that would make me volunteer to return there unless one of the other vessels should have been unfortunate enough to be wrecked, which God forbid. We were unfortunate in not being able to land, take possession, and plant the stripes and stars. When the weather permitted us to do so, no boat could land,—the land being very high, covered with snow, and sloping gradually to the water, where it was terminated by ice, descending one hundred or two hundred feet perpendicularly.

The weather was, part of the time, good; and part, blowing from fresh to heavy gales, with thick snow storms, making the navigation extremely hazardous, on account of the ice-bergs by which we were generally surrounded. I have at times counted 100 large ones from the deck, without the aid of a glass, taking no notice of the small ones.

We found the Peacock here, repairing: almost a perfect wreck; having had her stern frame lifted, and all the timbers broken above the main deck, as far forward as the gan-way rudder knocked off, forefoot carried away, and planking knocked up to within an inch and a half of her wood ends. How she arrived here, it seems impossible to conceive. I did not suppose a vessel in her condition could hold together long enough to do so. She was caught in the ice, and jammed by the closing of the passage after she went in. I hope that the brig and schooner have escaped, and that we shall find them at New Zealand.

By an arrival to day from Hobart-Town (Van Diemen's Land) we learn that the French Expedition is there, and that they discovered land the same day we did, in 66 S. and 130° East. It is no doubt a continuation of what we saw; and will render the honor of being first, disputed for some time. I do not think they can boast much, as they were satisfied with a single sight, owing to the Zelee's being near lost. We have coasted the new Continent 1300 miles. We have been very cordially received by the people of this place, and they are determined to have us first, whether or no. We leave for the Bay of Islands on Sunday. We expect to be at the Sandwich Islands, in July, and again in Jan. 1841. After that, to Manila for a month or two, thence to Singapore, Angier Point, and Cape of Good Hope.

March 14th.—The ship did not sail as expected, this morning. I enclose you a slip from the paper, giving an account of our Southern trip.

From the N. Y. Journal of Commerce.

THE ANTARCTIC CONTINENT.—It appears by the annexed extract from the London Nautical Magazine that the Antarctic Continent, or islands pertaining to it, was seen by Capt. Belleny of the British ship Eliza Scott, in the early part of last year. Capt. B. however, does not seem to have conceived the idea that the land he saw was part of a great Continent. The following points and reaches of land at or near the Antarctic Circle, have been seen by different navigators.

Lon. 163.11, seen by Belleny, apparently islands with two volcanic craters.

" 154.18 to 97 45, seen and coasted by Wilkes.

" 130, seen by French Expedition.

" 47, seen by Bisceoe in 1831, and called Enderby's land.

" 40, apparently Islands, seen by the celebrated Capt. Cook, long since.

Lon. 64 to 40 discovered and coasted by Capt. Palmer, of Stonington, Conn., in 1820, 21° 22'. A volcano seen.

These outlines of Antarctic geography cannot fail to attract the attention of navigators, especially whalers and sealers. Thus far, America is entitled to a large share of the honor of discoveries in that direction, and we trust she will do her part towards completing them. Palmer in the Western hemisphere, and Wilkes in the Eastern, have established the fact of the existence of an immense body of land in each, the northern shore of which is near the Antarctic Circle, say from 64 to 68 south. The next question is, whether they are different parts of the same Continent, or whether they are two separate Continents.

NEWLY DISCOVERED LAND IN THE SOUTHERN OCEAN.—The Messrs. Enderby, whose enterprise is so well known to the Commercial and Nautical world, in the summer of last year, despatched a sealing expedition to the South Sea, consisting of two vessels, with directions to their commanders in the prosecution of their voyage to look for land in those yet imperfectly explored regions. Mr. Belleny, the master of the Eliza Scott, one of these vessels, has transmitted the following particulars of his success to Messrs. Enderby, which through their kindness, we are enabled to lay before our readers.

The letter, which was received on the 21st ult. bears date April 23d, and states that on the 9th of February last, Mr. Belleny fell in with land which had the appearance of three large islands and several smaller ones or rocks. Volumes of smoke were seen issuing from two Volcanic Craters on the centre island. A landing having been effected, several pieces of stone were picked up and brought on board. Prior to making the land, the water had assumed a dirty discolored appearance, and was strewed with feathers, but the weather was so thick as to limit the view to 1-4 of a mile round the ship. Mr. Belleny

places the land in lat. 66 degrees 44 minutes S. and long. 163 degrees 11 min. E.

On the 2d of March, he had the gratification of following up this discovery by a second in lat. 65 deg. 10 min. S. and long. 117 E.

This occurring in the night, he hove to till daylight, and describes the scene of drift ice, field ice, and ice bergs as the most extraordinary he had ever witnessed, with says he, "evidently land at the back." The ice was a solid body to the southward. Mr. Belleny notices that there had been a rapid increase in the magnetic variation. On the 23d he seemed to have reached the northern edge of the ice in long. 93 degrees E. Easterly winds had prevailed, but there were then heavy gales from the westward.

**Proceedings of Congress,
IN RELATION TO THE ARMY, NAVY, &c.**

IN SENATE.

TUESDAY, APRIL 28, 1840.

The CHAIR announced a communication from the Navy Department, transmitting a statement of the contracts made by the Commissioners of the Navy during the year 1839; laid on the table, and ordered to be printed.

On motion of Mr. BENTON, the bill to provide for the settlement of the claims of the State of Maine for the services of her militia, was taken up and considered as in Committee of the Whole, and ordered to be engrossed for a third reading.

On motion of Mr. HUBBARD, the bill for the settlement of the claims of the State of New Hampshire for the services of her militia, was taken up and considered as in Committee of the Whole, and ordered to be engrossed for a third reading.

FRIDAY, MAY 8.

Mr. BENTON, from the Committee on Military Affairs, to which was referred the report of the Secretary of War in relation to a general system of national defence, reported it back to the Senate, with a recommendation that it be printed; which was agreed to.

Mr. B., from the same Committee, asked to be discharged from the further consideration of the resolution instructing them to inquire into the propriety of dispensing with the annual appropriation for defraying the expenses of the Board of Visitors to the West Point Military Academy; which was agreed to.

Mr. PRESTOS submitted the following resolution, which was considered and agreed to.

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of authorizing experiments to be made upon the application of steam vessels to harbor defence.

The Senate then adjourned till Monday next.

TUESDAY, MAY 12.

Mr. SOUTHDARD presented a memorial, remonstrating against the use of bloodhounds in the Florida war; which was laid on the table.

Mr. PRESTOS, from the Committee on Military Affairs, reported a bill authorizing the War Department to make experiments in steam vessels for harbor defence; which was read, and ordered to a second reading.

Mr. TALLMADGE presented the following resolution, which was considered, and agreed to:

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of making a grant of money or land to the State of New York, to assist in the construction of a railroad between the waters of Lakes Ontario and Champlain, and parallel with the St. Lawrence river; and also to ascertain how far the said road will facilitate the transportation of the mails, public stores, troops, and munitions of war, and how far it will supersede the necessity of forts and other military defences along the St. Lawrence frontier.

Mr. BENTON submitted the following resolution, which was considered and agreed to:

Resolved, That the Committee on the Library be instructed to inquire into the expediency of appropriating

five hundred dollars, to be expended under the direction of the Secretaries of War and Navy, for the purpose of preserving and arranging, for inspection and reference, the mineral and geological specimens belonging to Government.

MONDAY, MAY 18.

The CHAIR laid before the Senate a report of the Secretary of the Navy, made in obedience to a resolution of the Senate, on the expediency of adopting the improved boarding pistols and rifles invented by Samuel Colt; which was read, and referred to the Committee on Naval Affairs.

Mr. DAVIS, from the Committee on Commerce, to which was referred certain documents exhibiting the relative consumption of oil in light-houses by means of reflectors and lenses, made a favorable report thereon; which was ordered to be printed.

Mr. PRESTON, from the Committee on Military Affairs, to which was referred a memorial of the State of Kentucky, for a restitution of certain arms furnished by that State for the use of the General Government, reported a joint resolution on the subject; which was read, and ordered to a second reading.

THURSDAY, MAY 21.

Mr. WILLIAMS submitted the following resolution for consideration:

Resolved, That the Secretary of the Navy be directed to appoint a board consisting of navy and marine officers, to witness an exhibition of Nighill Nutting's patent cylinder fire arms, and report the results in detail for the information of Congress, together with their opinion of the advantages to be derived from the adoption of the same into the naval service.

Mr. WILLIAMS gave notice that he would ask leave to introduce a bill in addition to an act regulating the pay of the navy.

FRIDAY, MAY 15.

Mr. NICHOLAS, from the Committee on Military Affairs, reported

A bill for the relief of Mary W. Thompson;

A bill authorizing the purchase of an island at the confluence of the St. Peters and Mississippi rivers, and

A bill making appropriations to complete certain military roads in the State of Arkansas; which were severally read, and ordered to a second reading.

FRIDAY, MAY 22.

Mr. WILLIAMS, on leave, and in pursuance of previous notice, introduced a bill to amend an act, entitled "An act to regulate the pay of the Navy of the U. S.," which was read twice, and referred to the Committee on Military Affairs.

HOUSE OF REPRESENTATIVES.

WEDNESDAY, APRIL 29, 1840.

Mr. C. H. WILLIAMS sent to the Chair, for the purpose of having it printed, a paper which he intended to offer as an amendment to the bill making appropriations to the Military Academy at West Point.

THURSDAY, APRIL 30.

Mr. BILL, from the Committee on Indian Affairs, reported back to the House, Senate bill No. 191, entitled an "Act for the relief of John C. Reynolds, late disbursing agent of the Indian Department, without amendment."

Mr. REED, from the Committee on Naval Affairs, made a report on the memorial of Boyd Reilly, accompanied by a bill for his relief; which was read twice, and committed to the Committee of the Whole.

Mr. GRANGER, from the Committee on Foreign Affairs, made a memorial on the report of Chas. G. Ridgely, accompanied by a bill for his relief; which was read twice, and committed to the Committee of the Whole.

FRIDAY, MAY 1.

The SPEAKER laid before the House a letter from the Secretary of the Navy, transmitting a report of payments made from the privateer pension fund, from June, 1812, to July, 1837; which was, on motion of Mr. SALTONSTALL, referred to the Committee on Naval Affairs, and ordered to be printed. Also, a

Letter from the Secretary of the Navy, transmitting

a report of contracts and agreements entered into by the Board of Navy Commissioners, during the year 1839; which was, on motion of Mr. SALTONSTALL, referred to the Committee on Expenditures in the Department of the Navy, and ordered to be printed.

MONDAY, MAY 11.

Mr. PETRIKIN asked the consent of the House to offer a resolution, which was read for information, as follows:

Resolved, That the Secretary of the Navy be requested to inform this House how many officers of the navy are absent on leave or on furlough, including passed midshipmen, giving the name of each officer, the cause of his absence, the length of time he or they have been absent or excused from service. If furloughed, when does the leave granted expire, what length of time have those furloughed served, or been at sea at any one time for the last twenty years; what business have the absent officers been engaged in during the absence on leave, or furlough, and how often has the leave or furlough been renewed to any individual named as now absent.

There being no objection to the resolution, it was received, read and agreed to.

TUESDAY, MAY 12.

The SPEAKER, by permission, laid before the House a communication from the President of the U. S., communicating a report from the Secretary of State, in pursuance of the resolution of the House of Representatives of the 23d of March last, calling for the correspondence between the Department of State and the diplomatic functionaries of the United States in France, Sweden, Denmark, and Prussia, and with those Governments, or either of them, relating to the surrender to the Government of the U. S. of persons charged with piracy and murder on board of the U. S. schooner Piattsburg, in the year 1817; also, the correspondence relating to the demand by the Charge d'Affaires of Great Britain for the surrender of a mutineer in the British armed ship Lee, in 1819.

Mr. ADAMS moved that it lie on the table and be printed; which motion was agreed to.

Mr. A said it was a very important document, involving questions of great moment. It was a collection of documents relating to the demand on this Government; and by this Government on other nations. It also contained the correspondence which had taken place in relation to the subject heretofore, also, a letter from the Attorney General on the subject, which was of importance to the States. Mr. A. had received a communication from the Governor of Virginia, requesting particularly a copy of it when published, as it involved considerations of a nature extending throughout the Union. He hoped the House would consent to print an extra number. He therefore moved that 5,000 copies extra be printed.

The CHAIR said, by the rules of the House, the motion to print an extra number of copies would lie over one day; but if there was no objection, the question could be taken now.

Mr. ANDREWS, of Kentucky, objected.

Mr. ADAMS moved to suspend the rules to enable him to make the motion; and the House having been divided on that question, there were—yeas 83, nays 38. No quorum having voted,

Mr. CUSHING demanded the yeas and nays on that motion; which were ordered, and were—yeas 87, nays 67. So the rules were not suspended.

On motion of Mr. CUSHING, the vote by which the communication was laid on the table, was reconsidered.

Mr. ADAMS then moved that the communication be referred to the Committee on the Judiciary.

Mr. DROXCOOLE moved that it be referred to the Committee on Foreign Affairs.

The question having been taken on the first motion for reference, it was decided in the negative. The question having recurred on the motion to refer it to the Committee on Foreign Affairs, it was agreed to.

On motion of Mr. CUSHING, the documents which had been heretofore transmitted to the House, relating to the Amistad vessel, which was laid on the table, was taken therefrom and referred to the same committee.

The SPEAKER laid before the House a communication from the War Department in relation to the Georgia

claims for military services; which, on motion of Mr. DAWSON, was referred to the Committee of Claims, and ordered to be printed.

Also laid before the House a communication from the War Department in relation to the charges against Lieut. Dancy; which, on motion of Mr. DOWNSING, was ordered to lie on the table and be printed.

Also laid before the House a communication from the Navy Department in relation to a dry-dock at Pensacola; which was, on motion of Mr. DOWNSING, referred to the Committee on Naval Affairs, and ordered to be printed.

WEDNESDAY, MAY 13.

The SPEAKER laid before the House a letter from the Secretary of the Navy, transmitting the information called for by the House on the 6th of April, in relation to the establishment of a naval station south of the Chesapeake Bay; which was, on motion of Mr. BANKS, ordered to lie on the table, and be printed.

FRIDAY, MAY 15.

The SPEAKER then laid before the House a letter from the Secretary of War, transmitting, in compliance with the resolution of the House of Representatives of the 9th ultimo, a system of national defence and the establishment of a national foundry.

On motion of Mr. WISE, so much as relates to a national foundry was referred to the Select Committee on the subject.

On motion of Mr. W. THOMPSON, the report and accompanying documents were referred to the Committee on Military Affairs, and 2,000 extra copies ordered to be printed.

MONDAY, MAY 18.

Mr. LEET, of Pennsylvania, said he had received and was requested to present a memorial adopted at a large and respectable meeting of citizens of the Territory of Wisconsin, held at Green Bay, on the 12th of February last. This memorial, said Mr. L., requests Congress to make appropriations in aid of the improvement of the navigation of the Fox and Wiskonsin rivers, as also the military road from Fort Howard to Fort Crawford; which appropriations, it is suggested, shall be expended under the direction of the War Department. The memorialists also pray that a port of entry may be established at the town of Green Bay. Mr. L. moved that the memorial be referred to the Committee on the Territories, which was agreed to.

Mr. PETRICKIN presented the petition of sundry inhabitants of Pennsylvania, for a grant of land to the officers of the army of the United States who served during the late war with Great Britain; referred to the Committee on Military Affairs.

Mr. PAYSTER presented a petition from the citizens of Pennsylvania, asking that a law may be passed allowing a donation of land to such officers as served during the war of 1812; referred to the Committee on the Public Lands.

Mr. RIDGEWAY presented the petition of Christopher Niswongen and William S. Sullivant. The petitioners state, that in November, 1837, they entered into a contract with the Commissary Department to furnish and deliver certain provisions for the U. S. army, at Fort Towson, public landing; that they purchased and shipped the quantity contracted for, and that within a few miles of said landing, the boat snagged and sunk, and a portion of said provisions was thereby lost; that they were assured by the agents of the Government at the time, that it would not be expected that they, the petitioners, would fulfil the residue of their contract. The petitioners further state that they secured and delivered supplies to the amount of \$5,454 48, and that they have received from the Government \$4,000, and that the balance has been retained by the officers of the Government; and it is against this decision of the officers of Government that the petitioners protest, and ask the interference of the Congress of the U. S.; referred to the Committee of Claims.

TUESDAY, MAY 19.

Mr. TILLINGHAST asked the general consent of the House to offer a resolution, which was sent to the Chair, and read for the information of the House, as follows:

Whereas it is desirable to bring the present session to an early termination, and with that view to provide for the speedy and orderly disposal of all such business as is indispensable or most urgently necessary:

Resolved, That on to-morrow, at 12 o'clock, this House will go into Committee of the Whole House on the state of the Union, for the purpose of considering the following bills in the following order, viz. Bill No. 6, making appropriations for the naval service; No. 5, making appropriations for the support of the army; No. 4, making appropriations for the Indian Department; and the other appropriation bills and joint resolutions making appropriations, that have been and may be referred to said Committee of the Whole House on the state of the Union, in the order in which they were or may be referred; and will, on each day thereafter, excepting the days set apart by the rules for private business and petitions, go into such Committee of the Whole at the same hour, and for the same purpose, until said bills and joint resolutions are disposed of; and that, until disposed of, they have precedence, in the order aforesaid, over all other business at and from said hour on each day, except the days hereinbefore excepted.

Mr. DROMGOOLE objected.

Mr. TILLINGHAST moved to suspend the rules; and on that motion

Mr. CONNOR demanded the yeas and nays.

Mr. JOHNSON, of Maryland, moved to lay the motion to suspend the rules on table.

Mr. TURNER inquired of the Chair whether it would be in order to amend the resolution if the rules were suspended, so as to substitute the Sub-Treasury bill for either of the bills included in the resolution.

The CHAIR replied that it would be in order so to do; but that it would require a vote of two-thirds to adopt the resolution, inasmuch as it changed the order of business on the calendar.

Mr. TILLINGHAST, after some consultation, withdrew his resolution.

The SPEAKER laid before the House a message from the President of the U. S., transmitting the report of the Secretary of War, furnishing a statement of the amounts paid to persons concerned in negotiating Indian treaties prior to 1829, &c., which completes the information called for by the resolution of the House of Representatives, dated the 28th January, 1839, upon that subject, and the disbursing officers in the War Department.

On motion of Mr. L. WILLIAMS, it was referred to the Committee on Indian Affairs, and ordered to be printed.

On motion of Mr. MONROE,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of having constructed a steam vessel, under the direction of the Secretary of War, not to cost more than \$30,000, upon the principle of the horizontal wheel, suggested by Lieut. Wm. W. Hunter.

THURSDAY, MAY 21.

The SPEAKER laid before the House a communication from the Secretary of War, transmitting a report from the Ordnance Department, setting forth the causes which have prevented an answer to the resolution of the House of Representatives of the 11th February, 1840, in relation to the prices at which muskets, rifles, and pistols, might be made, and delivered to the U. S., &c.

On motion of Mr. MCKAY, ordered to lie on the table, and be printed.

M. Berchon, an old officer at Rochefort, is stated to have made important improvements in marine gunnery, whereby only six instead of twelve men will be required to work a twelve pounder, and at the same time, fire with great facility and promptitude. According to M. Berchon's plan, ship guns will require no priming, and thus, will not only go off more rapidly but without any danger of setting fire to the battery, as now frequently happens. The piece moreover will be kept in its position without wedges or tackle, whereby an immense saving in these articles will be made.—*French Paper*.

A SPECIMEN OF TOTAL DEPRAVITY.—Fleming Livingston, who was yesterday flogged for desertion on board the North Carolina, though now but 25 years of age, is probably as depraved a being, and as deeply sunk in degradation and crime as any human creature alive of like age. His whole life, from his youth up, has been a continued scene of vice and criminality, which no punishment has ever been able to check—no terrors terminate. In his youth he was indentured to a respectable citizen of Long Island, who, though he tried every means which kindness could devise or proper severity suggest, was unable to wean him from criminal practices, which appeared almost a part of his nature. He could neither be persuaded by kindness and encouragement, nor influenced by severe punishments, or even imprisonment. Every expedient to reform him totally failing, he was put into the navy, but even the severe discipline of a man-of-war was unequal to a reformation of his conduct. While he has been in the navy he has been a constant offender against its discipline, and a greater trouble to his officers than his neck was worth. Punishment was wholly lost upon him, and he would no sooner finish the penalty for one offence, than he would subject himself to another. We do not know for what crime, but at one time he was sentenced to be hanged, and was reprieved at the moment he expected to be launched into eternity. The immediate effect of this unlooked-for restoration to the world, appeared to be most salutary; as soon as his neck was free from the halter, he fell upon the deck, seized hold of a bible which was lying within his reach, and kissing it, took a solemn oath thenceforth to live an altered life. In two days after, he was tied up and whipped for a most wilful and wicked offence! His last act of desertion placed him under the sentence which he yesterday underwent—one hundred and twenty lashes, and a discharge from the navy; and he is now again loose upon the world, as utterly depraved and as wretched an outcast as crawls upon the earth's surface. Such are the fruits of a misspent youth, and the confirmed depravity of maturer age.

We learn that the flogging commenced about 10 o'clock, a. m., and after it was concluded, Livingston was given an order on the navy yard for what pay was due him, and put ashore at the battery. A large number of people who knew him were assembled there to meet him, and as soon as the boat touched he jumped ashore and mixed with his acquaintances as merry as though nothing had happened. He did not appear to be the least affected by the flogging, and said that he "didn't care a damn" for it; and that it did not hurt him half so bad as sixty lashes did on a former occasion. He and his cronies forthwith adjourned from the battery to a grog-shop in the vicinity.—*New York Sun.*

GEDNEY'S CHANNEL.—The discovery of this channel is destined not only to immortalize the name of the worthy officer who made the discovery, but cannot fail to prove of incalculable advantage to our city. We learn that Lieut. Gedney has devoted the last two months, by direction of Mr. Hassler, to a re-survey of the channel, preparatory to the publication of an accurate chart of it, which will be issued in a few weeks. The result is, a report from Lieut. G. that a ship of the line may beat through this channel at any state of tide, and with any wind.

The bar is only about twenty-five feet in width, and the channel, in its narrowest part, at least half a mile wide. There is never less than twenty-six feet water on it at the lowest state of tide; and the obstruction is only for about twenty-five feet, with six fathoms water below and five fathoms above it.

Is it not incumbent upon our marine insurance offices to testify their appreciation of this discovery by Mr. Gedney, by some appropriate token of their respect?—*N. Y. Courier and Enquirer.*

DEEP SOUNDINGS.—Capt. James Ross, R. N. found bottom, 3d of March last, in lat. 33° 21' s., lon. 94° e., at the depth of 2,677 fathoms. He had over 5,000 fathoms line on the reel, and the weight employed 540 lbs. Capt. Ross says: "Nothing could be more satisfactory than this sounding, and it is the more so, from showing that we have the means of getting soundings, however deep the sea may be, and I trust our next trial will be in deeper water. I have ordered the line to be completed again to 5,000 fathoms; but it would be useless to attempt it any more on this side of the cape." The mean velocity of the weight in descending 3,677 fathoms, was at the rate of three miles and one-fifth per hour. The first 50 fathoms descended at the rate of 7.1 miles per hour, and the last 100 at 2.4. On the previous occasion Capt. Ross found bottom at the depth of about 3,700 fathoms, or about four miles.—*N. Y. Journal of Commerce.*

THE PAIXHANS GUN.—These guns, which are now very generally adopted in the British, as well as the French service, and since the period in question, have also been introduced into that of the United States, are perhaps the most formidable warlike instrument of modern invention. That on board the *Dee* we had ample opportunity of examining. Its length, I think, was not less than fourteen feet; and its bore was so considerable as to admit of a hollow shot, which, when charged, weighed 84 pounds English, but which, had it been solid, would have reached the extraordinary ponderosity of 140 lbs. The weight of the whole machine, with its carriage, and the powerful pivot on which it turned, so as to traverse round nearly three-fourths of a circle, was equal, as we were assured, to no less than eight tons. On board the *Dee* it was placed in the after part of the ship, and was provided with a circular railway, to diminish the friction in turning it. A few months before, at the time of my visit to Fort Royal, Martinique, which has since been the scene of such a lamentable catastrophe, the French Admiral, De la Bretonnière, was good enough to invite me on board his frigate, *La Didon*, carrying at that time, on two decks, 64 guns of various calibre, although rated only at 60; for the purpose of pointing out to me the tremendous power which his four guns, *a la Paixhans*, could be made to exercise. On board the *Didon* these guns were placed on the lower deck (but not turning on a pivot as on board the *Dee*), two on either side as near as possible amidships; and as the admiral explained to me, they were calculated, (although the experiment had not then been tried,) by the bursting of the shot or shell, after being embedded in the side or wall of the enemy's ships, to which it might be opposed, to make a hole between wind and water, not less than three feet in diameter. I am not sufficiently acquainted with the power of these formidable projectiles, to be able to form an opinion of the accuracy of Admiral De la Bretonnière's calculation; but there can be very little doubt that in the next naval war mankind may be afflicted with, its issue will, in a great measure, depend on the application of the steam engine to the purposes of navigation, in combination with this new and terrible invention.—*Turnbull's Cuba.*

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 99 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epaulettes, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing-bureau at Washington, and has been approved of by the chief of the corps.

May 21—tf

WASHINGTON CITY,
THURSDAY, JULY 23, 1840.

We omitted to mention in our last, the arrival in Washington, on the 10th inst., of Brig. Gen. TAYLOR, late commander of the army in Florida.

AUTOGRAPH LETTER OF CHRISTOPHER COLUMBUS.—An officer of the U. S. navy, during his recent cruise in the Mediterranean, obtained from the American Consul at Genoa, a copy of a translation from the Spanish language into the English, of an autograph letter of CHRISTOPHER COLUMBUS, dated the 2d April, 1502, addressed to the Bank of S. George, at Genoa. Where or when this letter was discovered, or in whose possession it may be, we are not informed; nor is that of any material consequence. As a reminiscence of the discoverer of this continent, it possesses an interest for all readers that will warrant its insertion in our columns. In transmitting it to a gentleman in Washington, the officer to whom we have alluded, observes:

"I feel confident, from the long residence and the high esteem in which Mr. CAMPBELL, our much honoured Consul at Genoa, is held, that he could not have been easily deceived as to the correctness of the original autographical letter, of which the enclosed is a copy."

[On the outside of the cover in which the letter was found folded, is this inscription:

MDII—Letter of the Lord High Admiral, Don Christopher Columbus.

Address of the letter.

To the Most Noble Gentlemen of the most magnificent Bank of S. George.]

Most Noble Gentlemen :

Altho' my body be walking here, my heart is always with you. Our Lord has bestowed on me the greatest blessing, which since the time of David, he has conferred on any one. The affairs of my enterprise are already brightening up, and would shine yet more did not the darkness of the Government cover them. I return to the Indies in the name of the most Holy Trinity speedily to return again, and because I am mortal I leave orders to Don Diego, my son, that of all my income he is to account to you for the tenth of the whole, year by year perpetually, in order to reduce the price of corn, wine and other provisions. If this tenth part be much, accept of it, and if not accept the good will which I feel towards you. I beg earnestly to recommend to you my son. Messer Nicolo Oderigo is acquainted with all my concerns as much as I am myself. I have sent to him copy of all my privileges and papers, that he may put them in safe custody, and I should be pleased if you saw them.

The King and Queen my Lords deign to honor me more than ever.

The most Holy Trinity guard your most noble Persons and increase the dignity of your office.

Done in Seviglia, the 2d April, 1502.

The high Admiral of the Ocean, Vice Roy and Governor G. of the Islands, of the Terraferma of Asia and of the Indies of the King and of the Queen my Lords and their Captain General of the Seas.

S
S A S
X M Y
X pro FERENS

Explanation of Initials.

Servus Altissimi Salvatoris Xusto Marie Yosephi.

A Board, consisting of Bvt. Major W. M. GRAHAM, 4th Inf'y., Capt. J. R. IRWIN, A. Q. M., and Capt. W. A. THORNTON, Ordnance, has been ordered to meet at Philadelphia, July 22, to examine and report upon the new brass gun and two gun locks, to be submitted by Mr. JOSHUA SHAW.

ARRIVALS AT WASHINGTON.

July 16—Lieut. L. P. Graham, 2d Drags. Maj. Graham,
Capt. C. Graham, Top. Engrs. Keller's.
Lieut. W. R. Palmer, do do
21—Asst. Sur. S. R. Arnold, army Fullers.
Lieut. J. W. Martin, 2d Inf'y. Gadsby's.
Lieut. J. M. Harvie, 8th Inf'y. do
Capt. W. A. Thornton, Ordnance, Fuller's.
Lieut. J. H. Winder, 1st arty. Polk's.

LETTERS ADVERTISED.

PENSACOLA, July 1, 1840.

ARMY.—Lt. (P.) G. T. Beauregard, Major Henry Wilson.

NAVY.—Dr. J. J. Abernethy, Lieut. H. H. Bell, Lieut. E. Farrand, Capt. B. Kennon, P. Mid. R. L. Love, Lt. J. T. McLaughlin 6, Lieut. J. Rodgers, Dr. H. D. Taliaferro, Mid. E. Winder.

U. S. Ship Ontario.—Capt. W. V. Taylor 9, Lieuts. A. Lewis, J. A. Russ, D. B. Ridgely 3; Dr. T. L. Smith 3, Purser J. C. Holland 12, Passed Mid. R. L. Love, W. B. Beverley, Midshipmen W. H. Montgomery 5; J. C. Wait, Winthrop Taylor, C. S. Cooper, C. S. Throckmorton 3.

UNPAID LETTER REFUSED.—Albany, N. Y. July 25.

PASSENGERS.

SAVANNAH, July 13, per steamboat Gen. Clinch, from Black Creek, Lieut. H. W. Wessells, of the army, lady and child, (sailed next day, in brig Wilson Fuller, for New York). July 17, per steamboat Isis, from Black Creek, Lieut. J. W. Martin, of the army.

NEW ORLEANS, July 9, per steamboat Meteor from St. Louis, Dr. J. Walker, of the army.

Communications.

'REMARKS ON FENIMORE COOPER'S NAVAL HISTORY OF THE U. STATES.'

Such is the caption of a long pretended review article, which first made its appearance in the United Service Journal. At the close of its wearisome perusal we naturally reverted to the history of English philology in general, tracing it in its rise and progress from remote times, when enshrouded in the fogs of securility, down to the present not unworthy specimen of its earliest days. We recollect the vivid impression that was first made upon our indisciplined* intellects by the opinion which we had formed concerning the character of English reviewers—an opinion quite as vague and anomalous as the Hindoo conception of the East India Company, or the Portuguese fond ideas of Prester John. We simply imagined that all those wonderful reviews which appeared in the Quarterly Review were written by a single individual; and he was accordingly invested by us with all the superhuman attributes that his versatile powers would seem to imply. He seemed a sort of veiled prophet, a horrid mass of mortality surrounded by a vast throng of quill-drivers, bending their necks in more than eastern homage, his veil a tawdry tissue of illogical abuse, invective, and vituperation, while gleams of the most truculent intelligence caught from feature to feature of his broad shaggy brow, like lightning from cloud to cloud of a dark night's thunder storm, threatening destruction, but in reality only conduced to life, by purifying the atmosphere

*The writer is uncorrect in the use of this word; we hope he is not indisciplinable.—P. D.

of the literary world. One poor scribbler approached his majesty in fear and trembling; another with insolence and defiance in every lineament; another with orders on his vestments, gold in his purse, and lead in his head; still another, with brass in his face and, *ceteris paribus*, the monster's blood in his veins. The monster growled, thundered—the dark cloud of vilification lowered upon his brow, the lightnings darted, and, *mirabile dictu!* the latter (from the conducting properties of their metal, perhaps) escaped unscathed, to sink into oblivion, while the former were annihilated, to rise, like the pheax, high on the breath of popular applause. We stood awed, and cried, Mash Allah!

And even still, when we finally came to view them in a more proper light, and saw them as men, mere mortal men like ourselves, with the addition of frailties and infirmities in an English degree—when we came with more propriety to consider as the result of human weakness, what we had attributed to supernal strength, still, great was our wonder at their seeming omniscience, ‘and still the wonder grew,’ how mere ordinary men’s heads ‘could carry all they knew.’ Vast was their province, wide as the Oregon’s and Armor’s† mouths asunder, extending over the broad plains of science, the Himmaleh peaks of literature, and the zig-zag ravines and vallies of polities. They were the sun who lighted up all these various features of the intellectual world. They were the pilots to conduct vessels of all crafts into the haven of popular reception; now in sheer wantonness running a rich argosy upon the rocks; then making a flourish and display in taking one in, which would have gone of itself; and then again using their utmost to guide another, which is thrown by counter currents upon the shoals in spite of them. We recollect now with what perfect deference we conned a long dissertation of a scientific genius among them, (perhaps a graduate of Woolwich,) who proved to a certainty the utter impracticability of establishing steam navigation between Europe and America; and how great our astonishment when, not long after, as if in downright contempt and derision of his demonstration, the Great Western came ploughing up the waters of Manhattan Bay. We remember, too, the perplexities the whole good junto were in, some less than fifteen years since, in determining the question why the smoking, fiddling, speculating Germans had no literature. Here was a question for you! A whole nation arraigned before a philological tribunal, self-instituted in Britain. Our excitement on the occasion ran as high, perhaps, as did the wonder of the nation arraigned; and still unabated was it, when, in course of time, the question came to be, why the literature of the Germans was now so good. Curiosity was on tip-toe, and imagine our delight at the solution: *The Germans are kinsmen of the English!*

We turn now to a huge volume before us, containing nothing but sapient critiques made by Englishmen. Look at the sentences of which they are composed. There is no bungling, nothing faulty here, no rhetorical requirement but what is satisfied to the full; they are perspicuous, pure, possessing unity and strength, full, round, swelling, euphonious, complete, and (as it regards their correctness) seeming like so many fair proportioned limbs and joints of truth herself. Not so, however, with our author’s remarks on FENIMORE COOPER’s Naval History. The warp of his argument is from Billingsgate, and the woof being not much better, we should not condescend to notice him at all, had not the ass appeared under the lion’s skin of one of these redoubtable English reviewers. His remarks, when stripped of much irrelevancy and verbosity, are the same precisely that nature suggests to angered and unsophisticated man. He applies epithets, is highly figurative, gives the lie, threatens, laughs incredulously, and so on. He

thinks that satire is the test of truth, and he proceeds accordingly to apply his idea of this test: that is, low and unmeasured abuse to Mr. COOPER’s History. Sensitive alive to every thing concerning the honor of his country, and smarting, it would seem, under the repeated mortification of pride which it had suffered at the hands of Mr. COOPER, he says: “We never expect to find a man whose mind is running over with the yellowest spite, give an impartial account of the operations of that nation who have scored his back with the cat-o-nine-tails of criticism.” The elegance and energy of this figure might have been sighed for by Pliny and Cicero in vain. Imagine the English nation dignified, from ruling the waves and wielding the destinies of the world, to wielding the bloody cat-o-nine-tails with the grand avowed purpose of scoring Mr. COOPER’s back! Flog, Britannia, flog his back!

Giving the lie knocks an argument on the head, and of course nothing more can be said on the subject. So fond is he of this expeditious method of defeating page after page of the offensive Naval History, continually calling on the veracious JAMES to back him, (though JAMES does not always come,) that he stops not at the mere history itself, not he; but when the reports of our officers are too hard for him, he scruples not to give *them* the lie in their teeth; and, grown furious, he thus lays about him on all sides, flooring stubborn facts at every turn, and finally he comes to assail the whole American nation in general, calling them, very ingeniously, poetical, meaning thereby that they have a national proclivity to falsehood. Very like; they are kinsmen of the English. But passion of any kind is so headlong in its course, that it is not to be wondered at if it trips and stumbles. In the heat of calling Americans, officers, historians, and what not, liars, our author falls into the incongruity, not to say absurdity, of making the English officers see better during an action what is transpiring on board our ships, than our own officers themselves.

The author of the remarks threatens Mr. COOPER in this wise: He trusts merely that some of those misused brave fellows of the still worse used Macedonian will enlighten the falsifying historian, by a personal explanation: and tantamount to this, his declaration that it is too unfortunate, indeed it is, that the high English aristocracy are so accessible to foreign adventurers. These puny beings, inflated by the excessive honor that the English aristocracy naturally infuses, come at length to dare to speak irreverently of every thing that England holds as most reservedly sacred. The awful subjects of the high sterling worth of English institutions, English character, English writers, and even of English prowess—subjects so grave that they could not be sufficiently dignified by the mystification of inhibited utterance—they, the vipers, nursed into importance in the soft white bosom of English nobility, presume to treat of without ceremony! Oh! the presumption and irreverence of dolt-headed insignificance! When will men learn to look up to the sublime heads of the Marquis of Waterford and Prince Albert as they would for the first time at the immaculate, unapproachable peak of Jung Fraw!

But that the Americans had actually captured several English frigates, could not be denied, even with one of the author’s knock down arguments; he therefore attempts to detract from the honor of the captors, by displaying in each case the size of the vessels engaged. It would seem from this that, with the annals of naval warfare before him, he could really bring himself to the absurd belief that in determining the result of any engagement, the only data to be considered are, the number of broadside guns, weight of metal, strength of crew, and tonnage of the ship. But we will allow him to speak for himself, in his best style:

† Quere—Amour, a river in Asia.—*Idem.*

"The constant success of the Americans—for, most prudently, the relative force of the combatants was never *accurately* given, [the italics are ours,] either in the dispatches or in the public prints—had swollen our trans-Atlantic enemies with some very excusable vanity; for a young nation they had done wonders, [gratifying,] and the oldest nation could do no more than capture whatever was opposed to them. It is in vain for us to disguise from ourselves that the capture of these frigates, *although opposed by so very superior a force*, had a great moral effect upon our own countrymen; they, like the readers of Mr. COOPER's history, were deceived; excepting as far as the fact that one frigate had captured another, few troubled themselves to inquire into the minute details of the action; the merchant, the banker, the country gentleman, all shook their *ominous heads!* 'Another of our frigates has been captured by a frigate; the naval glory of our country is fast flitting away; we may yet live to see Napoleon on the shores of England; neither our property nor our household gods and goddesses are secure; our wooden walls are crumbling into ruin—our sailors are beaten, our pride is humbled.' Such is a specimen we remember to have heard when two frigates had been captured; now came a third, and their dismay was unbounded."

Great consolation, think we, must it have been to the terrified, dismayed, whining English, to learn 'the minute details of the actions' which resulted in the *capture* of their invincible frigates. A great comforter must our author have been to his disheartened countrymen, had he proposed to secure their throats from Napoleon's bayonets, by simply increasing the size of their vessels of war.

The opinion that number of broadside guns, weight of metal, strength of crew, and tonnage, are the only, or only important, data to be considered, we need not say is fallacious. That single instance in the history of our privateering, where a small sloop with but one thirty-two-pounder captured an English schooner of eighteen guns, were enough to show that there are other elements that may and actually do influence the results of perhaps every engagement. Notwithstanding, however, the author affirms that "to designate the capture of the Macedonian by such a giant as her enemy (the United States) is absurd." It is a fair inference, where a vessel seeks an action, (which, according to the author, the English vessels were never slow in doing,) that her commander at least thinks her on *some* footing of equality with her enemy. But alas! the clear-sighted English officers did, occasionally, labor under illusion. It was only when the smoke of battle had cleared away—when the cross of St. George had descended to the 'perfect wreck'—it was only then that they cried out—a giant! How, otherwise, could they have been beaten? But the simple truth is, that the American frigates were not giants in size only; they were giants in discipline, coolness, and skill in gunnery; and the object of the author, in all his ranting about the former, is only to disprove the latter—a straw which we are content he should buoy himself upon if he can.

The Essex, Capt. Porter, "crouches like a hare," according to the author, in the port of Valparaiso, blockaded there by the two English vessels Cherub and Phœbe, Captains Hilliar and Tucker, which hung together for six mortal long weeks, like any two boys passing a graveyard, though at one time they were actually so far apart, the author says, as six miles. In the engagement which ultimately followed, Mr. COOPER says in his history that the enemy's vessels hauled off to repair damages, whereat the author affects an incredulous laugh, and promises the same from every member of the United Service Club, when he shall hear the story. After mentioning the number of shots which the Cherub and Phœbe had received in the hull, the number of killed and wounded, &c.—quite enough, in all conscience, to

make those vessels haul off, especially as it was their policy to keep the Essex at the distance at least of the point blank of their long guns—he triumphantly asks: "Now what becomes of the tremendous fire of the Essex that made Hilliar keep away?" This sarcastic way of reasoning here is evidently founded on the presumption that the English are signally fond of fire eating; but as this presumed propensity needs confirmation, his triumph, together with the salamander penchant of Hilliar, must fall to the ground.

Capt. Porter endeavored to lay the Phœbe alongside; but all his efforts to this effect proved unavailing. The 'giant' superiority of the enemy in *sailing* prevented it, and thus no doubt determined the result of the action in their favor. When some of the long guns of the Essex were finally brought to bear upon them, they hauled off, whether from excess of prudence, or to repair damages, is quite immaterial. It was during this engagement that Hilliar and Tucker, with truly enviable optics, saw that there was *not* a fire raging on board the Essex, though Capt. Porter and his crew thought there was.

But, short as we have been, we feel that we have already given the author of the "remarks upon FENIMORE COOPER's Naval History" too long a respite from the insignificance above which we have thus momentarily raised him. He concludes his review with a bombastic figure—conceiving Mr. COOPER's History to be a ship, and his own puny 'remarks' a big gun that will send it to the bottom. The carpenter, public opinion, has not reported any such serious damages; no, that good ship still floats, like the Constitution, a real, not a supposititious monument of American glory; and we would suggest to the author that, instead of attempting to deface it with the slime of his vulgar abuse, the only way he can account with any satisfaction to his nation or himself for the naval superiority of those who contribute to its erection is, the characteristic one: they are kinsmen of the English.

NOTIONS ON COURTS MARTIAL,

AFTER FOURTEEN YEARS' SERVICE IN THE NAVY.

No. 1.

1st. RANK is, in the minds of virtuous officers, as dear as honor. The value of rank depends measurably upon its inviolability when attained. Degrading an officer by a sentence of a court martial is considered as severe a punishment (morally) as dismission.

In the medical corps of the navy, the pay is proportioned to rank. Rank should be alike sacred in all grades, whether assimilated or lineal.

2d. Rank stands as the representative of an officer's worth, and of his services, and thus becomes a sort of guarantee to those who do not know him personally, that he is an honorable gentleman, or he would not hold *such* a rank.

3d. If those officers who are left out of the naval service for improper conduct, find it easy to return to their *original rank*, with the advantages such as pay, precedence, &c., of that *rank*: if the delinquent is to be thus rewarded, what premium is to be given to those of spotless reputation? As it is, a premium is offered for improper conduct.

4th. Experience tells me that the sentences of courts martial are *always* just; but seldom sufficiently *severe* to serve, by the examples made, to insure wholesome discipline in the service. If the decisions of courts martial are to be constantly reversed, as they have been in the past ten years, the check and curb to improper conduct are taken away, and the navy will be destroyed in its *morale*, without which little can be expected from it.

5th. If officers are to be restored to rank and emolument in the service, after living for five or ten years under the sentence of a court for dishonest, dishonorable and ungentlemanly conduct, what means

are left to preserve the honor and *esprit du corps* of the navy? None!

6th. Rogues and scoundrels are very prone to consider their cases hard ones, when detected, exposed and punished for their villainy and mal-practices; and when they appeal from the decisions of their compeers and superior officers, generally address all their arguments to the heart instead of the head—representing wives and children in a state of starvation, &c., as if these circumstances stood in mitigation of their guilt; or, as if the navy was a place of refuge, a convenience for destitute women and children, whose love could not preserve the virtue of husband or father. Charity to such men is at the price of injustice to honest gentlemen.

7th. Those who have been longest laboring to get back into the service are generally least worthy, for we must presume that Presidents and Secretaries are not inaccessible to the voice of reason, justice or humanity, though they may finally yield to importunity.

8th. If the Department will not give up the habit of making these re-nominations of persons whose characters are filed on the archives of the Department too strongly to be misunderstood, the officers must appeal to the Senate to protect the navy, or it is ruined.

The above reasons apply both to the army and navy.

The discipline of the navy has been more injured by the practice of reversing the decisions of courts held abroad, than by any other cause. Courts martial are not feared by the officers of any grade, because influence and favor, or some unessential informality, is found to be sufficient to reverse their decisions. The same causes, perhaps, have led courts to be less circumspect in their proceedings than in the early period of the service.

As courts martial are courts or rather councils of discipline, the principle which requires rigid adherence to forms and technicalities of courts of law, should not apply to them; flaws of indictment, &c., should be of no force in reversing decisions where the charges and specifications are proved.

EAU DOUCE.

ARMY HOSPITAL STEWARDS.

MR. EDITOR: There is a class of non-commissioned officers attached to the medical department of the army, denominated Hospital Stewards, to whom, in their selection, there is not that attention given that the nature of their duties or the responsibility of their situation requires. In addressing you this note, I do not do it with a view to censure, but to call the attention of those in authority to the fact, that in the selection of stewards, their general character as men, as also their capacity for the duties required of them, should be the subject of most rigid examination. It is not only due to this class of men themselves, but the interest of the service imperatively demands it.

Stewards often have the immediate direction of the hospital to which they may be attached, the surgeon or assistant surgeon being necessarily absent at times. The government, or rather the regulations of the medical department, makes them responsible for the medicines, instruments, and stores, and for the internal regulation of hospitals; as also preparing and administering the medicine, &c. prescribed by the attending surgeon. Now, when this situation and its duties are viewed in their proper character, they are found to be of considerable responsibility; and, in order that such men can be obtained to fill this situation, as a proper regard to the health of the army and the interest of the service require, I would respectfully suggest that they be made a separate and distinct branch of the medical department, to enter the army by appointment, and be retained only so long as they may be useful and deserving: that they should be men of intelligence, of good character and education, and acquainted with medicines and diseases, al-

lowing them the opportunity for promotion to assistant surgeons, if qualified to pass the regularly appointed Medical Board of Examiners.

Such a class of young graduates in medicine would offer themselves, in sufficient number to meet all the useful purposes of the army. Of this I am satisfied; I have conversed with many young graduates, who would willingly enter the army as hospital stewards, were they not compelled to the regular course of enlistment.

I would also suggest the propriety of making their pay adequate, to afford them a respectable character in their associations.

If I am rightly informed, the course here suggested very nearly approaches the one pursued by the officers of the marine hospitals.

These remarks are intended for those who have the immediate direction of the medical department, and my brethren of the profession in the army, many of whom, I know, have seriously felt the want of a steward they could depend upon.

I should be glad to see the opinion of some other officers of the medical department on this subject.

LOVELL.

A VISIT TO SAM JONES'S CAMP. PART VII.

At the earliest dawn of day succeeding my last conversation with Sam, I was awakened by a terrible uproar, and, on leaving my lodge, found a war party returning with a white man as prisoner. He appeared very badly wounded—his lips livid, and his cheek pale as his lofty brow, which was bared to my view. His situation, however, excited no pity; on the contrary he was taunted, buffeted and maltreated with all the ingenuity of savage ferocity. Unable to endure the sight, I appealed to the General, who, varying in every thing from *white* Generals, listened to my appeal and promised that the prisoner's life should be spared so long as I would agree to remain with him. I approached the wounded man, and offering him my arm conducted him to my lodge, where Miss Jones, (the General's daughter by a former wife,) between whom and myself there had sprung up a sort of sentimental friendship, put herself to dressing the stranger's wounds, for which I rewarded her with a Don Juan-like pressure of the hand.

I need not enter into the details of my first acquaintance with the unfortunate, whose name I learnt was Seetruth; nor shall I describe the different stages of his illness; suffice it to say, in the course of a week he regained his health and spirits, became very fond of me, and was on the most amicable terms with all the Jones's down, from Sam himself to the smallest picaninny in the wigwam. I found Seetruth's society not only a pleasure but a source of edification. His only fault, if fault it can be, was his excessive candor, and the asperity with which he denounced everything that he deemed not right.

It seemed to me it was about the 8th of June, 1840, when one morning he informed me several runners had come in, declaring to the General that white flags were hoisted at the garrisons east of the Suwannee, at the same time that large scouts of white men were in pursuit of the Indians, and large parties of the Indians in pursuit of white men. I doubted this at first, but so many runners came in from so many different directions that incredulity itself would have been convinced; and I had to believe that the United States, having forsaken that glorious old rag, the star-spangled-banner, were actually at war under new colors!

Seetruth took me aside in the evening, and as we sat beneath a tall cabbage-tree, I enquired what he thought of this lastfeat of our government.

"What do I think," echoed he, springing to his feet and grinding his heel into the sand, "I think, sir, the measure is full! I thank God I am a prisoner, that I may be saved the anguish of gazing on a *peccavi* flag. I know not against whom to feel indignant. I know not yet whether it is authorized

by government, or who has *advised* this step. I have seen the bodies of my fellow-citizens hacked to pieces—women scalped, and sucklings butchered—smoldering ruins still waft their ashy clouds to heaven, and the once happy hearth is still reeking with the blood of those who once gathered there in joyousness. Oh! sir, whilst the slaughter-pen is still fresh enough to attract the buzzard, ask me not what I think. It must be as these runners say; but still I would wish not to credit it. To hoist the emblem of peace whilst the war-eagle still perches on the flag-staff—it is mere mockery—it is trampling on the dearest feelings of a soldier."

"Not at all," replied I calmly, astonished at the vehemence of his wrath. "This country is so bad, we never can ferret out the foe, and we must resort to some unusual means; perhaps this is a piece of strategy. I am for letting the commanders do as they please, and it is not for any one else to criticise. I am a rigid disciplinarian, sir, and for my part I am humble enough to believe I have as little merit as rank; and that it would be arrogance in *me* to say what is right or what is wrong, so long as my superiors act as *they* think right. I presume," added I, "in your austere view of things, you would disapprove of another measure lately adopted." I then read him a copy of instructions to commanding officers, which was brought in by a savage who had killed an express man, which instructions went on to say that Indians who came in would be treated with kindness, and the information would be propagated that there were presents for them at Fort King, among which were 'tobacco and whiskey.'

Never shall I forget Seetruth's manner. He seized the paper from my hand and perused it until his eyes seemed glued to it. His countenance became pale, then red; his lips quivered, then became motionless. In a moment he became tranquil, and taking my arm, "Come," said he, "I am going to get measured for a breech cloth, and then turn Indian."

This conversation dwelt on my mind all the evening, and when I lay down I could not but condemn Seetruth for his harsh manner and the severity with which he condemned this new feature in the art of war. I heartily approved of the display of the white flag, for sundry reasons: In the first place, this is an age of experiments. We used to fight in '76, and the 8th of January, '14, very well under that soul-igniting flag, the stripes and the stars; and so we got along right well once with the United States Bank; but if we were to "let well enough alone," people of the north would have been going to Albany in sloops, and rail-roads would have all been of the Davy Crockett fashion, (rails cross-wise, commonly called corduroy roads.) I approve, too, of giving whiskey and tobacco to the Indians, especially whiskey, as we thereby exhibit our mercy by administering to their wants; and what is there an Indian *wants* more than whiskey? Altogether the white flag and whiskey system met with my hearty approbation.

I was just falling asleep when Gen. Sam came to my bedside. "You recollect I told you I was scheming at a treaty," remarked he. "You then hooted at the idea; what do you think of it now?" He grinned with his own peculiar grin, and awaited an answer.

Whereupon I descended upon the humanity of the white man; and how our compassion was excited by the destitute condition of the savage, and stretching my conscience a little, I tried to prove we had "MADE THEM SUE FOR PEACE."

The general said not a word, but placing his thumb against his nose, extending his hand and waving his fingers to and fro, he slowly retired. At this moment I awoke, from my dream, and found myself at home in my log cabin, at Fort —.

As I conned over all I had seen and heard in this miraculous vision, I was determined at once to "do it up" for the Chronicle, in hopes it would please the readers of that useful paper; and it depends upon the

editor whether I shall fall asleep again or not. If he desires it, I shall do nothing but dream; for to aid a paper of so much value to my profession, I not only subscribe my five dollars, as all officers are *bound* to do for the only paper where their interests are solely studied, but I expend for them hours taken from amusements, and hours stolen from sleep, of which they must see I am very fond. Should I find that Junius meets with approbation, and increases the list of subscribers to the Army and Navy Chronicle, I will, with the greatest pleasure, fall asleep at once, and dream like another Schezerade, (how the devil is it spelt?) I am too strict a soldier to tell my opinions when awake; but *any man has a right to tell his dreams*; and if my pieces are liked, I will set to work and dream for the benefit of the army by the folio. At any rate here ends THE FIRST SERIES OF "A VISIT TO SAM JONES'S CAMP."

CONCLUSION.

The editor of the Chronicle, in a note to my "Part I," asks "has not the writer mistaken the African's for the Indian's title of endearment, when speaking of his offspring? The Africans say *picaninny*, the Indians *papoose*." In reply to which I beg leave to state that the Florida Indians do call their little ones *picaninny*, and the northern Indians *papoose*. The southern Indians having obtained the "*picaninny*" from their connection with the negroes, who, being their interpreters, are likely to influence their language. The writer is perfectly intimate with *all* tribes of Indians, and flatters himself he seldom errs in delineating their character.

I would only add that it is the ardent hope of urging that something may be done for poor bleeding Florida, that induces the writer to promulgate these essays. The true state of matters *should* be known at Washington, and by the country at large. The writer has evinced his readiness to do something with his sword but, in the mal-administration of affairs in Florida, feels himself obliged to have recourse to his pen. Happy will he be if either can conduce to the public interest, and as he would risk his life for the public good, that public may be assured he will not spare individuals, even though they be colonels or generals, to the prejudice of the country. Let them think on that! and I assure *all*, if I ever dream again, I will show up some people in their true dingy characters, who think that they are now secure in an intrenchment of wit and cunning. A young officer shall be found independent enough to expose what old officers have lacked the independence to rectify or exterminate. Beware!

JUNIUS.

NOTES AND REMINISCENCES

OF AN OFFICER OF THE ARMY.—NO. III.

On the 27th of September, 1828, I left Jefferson Barracks, to conduct a detachment of about forty recruits to Fort Crawford at Prairie du Chien. There was no officer with me. I embarked in two "Mackinaw" boats, as they are called; they are of about three tons burthen, without deck or box, sharp fore-and-aft. Mine were old and leaky. I found it tedious and laborious for eight oarsmen to force them against the current in many parts of the Mississippi; and, according to the custom of the country, took advantage of bare sand bars and open banks, to use the "cordel;" that is, to send ashore ten or fifteen men to tow the boat by means of a long rope attached to the head of a small mast. In doubling the points of bars, and in other shallow places, these men would wade along with the cordel on their shoulders sometimes for a mile, perhaps half-leg deep; it was "working a passage" with a vengeance at that season. I made my first camp on Bloody island, near St. Louis. While absent there, next morning, getting a barrel or two of hard-bread, my sergeant, who was an old hand of the 6th, made, with no other tool than an axe, a very good rudder, from a standing tree.

The morning after, I passed the mouth of the Mis-

souri. This river, after draining the vallies of the Rocky Mountains, rushes through a valley of 3,000 miles, receiving the tribute of all its waters, and precipitates its turbid currents right across the placid bosom of the Mississippi, to which, losing its name, it imparts its character. The latter, till now transparent, reveals in an extraordinary manner the wonders of the secret depths of the opaque waters of the Missouri.

A few miles above is the mouth of the Illinois, itself a great river, navigable for steamboats some four hundred miles; but little known to fame, eclipsed as it were by the grandeur of the west. I was in camp at Portage de Sioux, on the right bank; it was moonlight. Rising from the opposite verge of a noble sheet of water—the river placid and calm, but giving to the ear the solemn distant music of its currents, and the occasional variation of a gentle ripple around some venerable log—stood lofty and fantastical rocks; of the height and a little resembling the palisades of the Hudson; but these were cavernous, and there were arches, pilasters, and isolated turrets; they appeared the ruins of a castellated city; the soft light of the moon helping out the imagination, with a most perfect clear-obscure.

Some dozen miles below Clarksville, in company with my sergeant, I went ashore, as I frequently had done, to hunt. We had moved leisurely along an hour or two, when we began to find ourselves a little out of our bearings, or rather had become entangled with the sloughs of the river; after much fatigue we found ourselves in the edge of an immense level prairie bottom, where the grass was seven or eight feet high; and this is the only kind of prairie that is very dangerous when on fire. A high bluff rose beyond, and I confess that, left to myself, I should have made for it, firmly believing that it was the opposite bank of the river; but my companion, an excellent woodsman, knew better, and saved me a seven or eight miles trudge through this prairie sea. But the best he could do, was to strike the main river at night; opposite, as it happened, to Clarksville. We crossed in a crazy canoe; and I found the boats had not passed, or arrived! What a predicament for a young commander! I was much annoyed, but made out to take a good night's rest in bed, with philosophical resignation.

My men arrived next morning, to my joy and surprise, with nothing amiss, save numerous red eyes, and a broken demijohn, which it was plain had been well hugged before being subjected to such ill-treatment.

Some fifty miles below the De Moine rapids, when weary of our slow progress, and with our store of pork very low, it was reported to me early one morning that some of the men were in pursuit of wild hogs. They soon after brought in two immensely large black ones, which they assured me were selected as the smallest of the herd; which had rushed at the men and forced them to take refuge in trees. A settler or hunter of the vicinity had joined in the sport. They were a seasonable supply; and were forthwith skinned and salted. While thus employed a steamboat hove in sight below. On its arrival I had my boats taken in tow. My recruits soon gave me a spice of their quality; they were enlisted at Natchez, and were as precious a set of scoundrels as were perhaps ever collected; they were drunken and mutinous, from this time until after we quit the steamer at the rapids. One of them, whom I had tied up with a half-inch rope, repeatedly gnawed himself loose!

At the foot of these rapids was a passenger barge in tow of a steam keel-boat, with about twenty passengers, who had already waited some two weeks with Turkish resignation, for fate, or higher water, to forward them on their journey. Genius of railroads! spirit of a travelling age! Think, ye eastern locomotive bipeds, who, spirited over the earth at the

rate of 600 miles a day, snarl at the grievous detention of a minute,—think of this, and learn moderation. These said *travellers* spent their nights, I discovered, playing at cards; how they got through with their days passeth my comprehension.

On the rocks of these rapids I abandoned one of my boats, having a second time overhauled and attempted to caulk it. I left it bottom upwards; giving it at parting, out of pure malice, several gashes with an axe. It was soon after seized by a wrecker as lawful prize, sold for five dollars, and again for ten; and the last purchaser, by sawing it in two and planking up the stern, had a very good make-shift craft for down stream work.

I now had to leave ashore a party, with orders to march as much in sight of my boat as they could. Night came on, and nothing was to be heard or seen of the detachment. 'Til 10 o'clock we kept on, firing signals, but to no purpose. We encamped on a miserable island; and the middle of the next day we found them at a hut near the shore. All this arose from an immense number of islands; the main shore had not been visible for thirty miles, and I believe, on neither side.

I was now about three weeks out: and this point was fifty miles below Fort Armstrong at Rock island. Our provisions were exhausted; nothing but a few potatoes could be had at the house. I heard that there was a trail to Fort A., which cut off much of the distance; so I immediately ordered my adventurous land detachment to take it; while my naval affairs were conducted as usual, save long faces and contracted belts. My rifle was sole commissary; and a deer and a few birds were all it supplied. We reached the vicinity of Rock island next mid-day, in a heavy gale. I had previously ripped a wall-tent and converted it into a sail. It was exceedingly cold, the wind almost ahead, and the waves very high; but I felt not like standing on trifles, under the circumstances and so near to port. A flaw struck and would have swamped us, but for the frailness of our tackle; in an instant a great hole was blown through the sail; then every rope snapped, and the old tent stood straight out from the mast-head. My men from numbness, fear, or ignorance, gave me no assistance, so that necessity suddenly made me a tolerable fresh water sailor. All arrived safe; but my land party spent another night out, as the ferrymen at the fort were afraid, or pretended to be, to fetch them across to the island, although they had such a boat as mine.

The next day but one, having taken in supplies, and been treated with true hospitality by the officers, I proceeded on my voyage.

About this point in ascending, is observed a change in the river scenery; the solemn and drear "bottoms," and the falling in banks of the lower Mississippi, are scarce observable above the mouth of the Missouri, where the river assumes very much the appearances of the Ohio. At this point again (marked by the passage of a great rocky chain, developed in dangerous rapids, and this, the first, rocky island above the gulf—and a beautiful one it is,) the scenery becomes, like that of many smaller clear streams, variegated with rock and hill, pretty vallies, grassy slopes, and gravel beaches.

I arrived at Fort Crawford, 180 miles above Rock island, and about 600 above St. Louis, on the 23d of October, and having marched my party into the fort, "Where is your order?" quoth the officer in command.

"In my trunk, sir."

"Get your orders, sir, and I will then receive your party," was his answer.

After this was complied with, no point of ceremony was wanting; but I was ordered to proceed with the detachment to Fort Snelling. My orders had been to return from this point "forthwith;" a steamboat was in "port," a rare chance, and the gaieties, and other attractions, of my post, and St. Louis, arose on my

youthful imagination, only to embitter my real prospect of winter quarters in the frozen region of the St. Peter's; but,

"I am a soldier; and my craft demands,
"That whereso duty calls, within earth's
"Compass * * * I do forthwith obey."

F. R. D.

FLORIDA WAR.

TAMPA BAY, FORT BROOKE, June 20, 1840.

Mr. EDITOR: I need not tell you what the whole country knows, that the Florida war, after a trial of four years, is as far from being brought to a close at this time, as it was when General GAINES nearly starved his command in the pen on the Withlacoochee, and retired as he supposed with his brow encircled with never fading laurels. This war has, with all its tragic scenes, been a farce from beginning to the present time. I have no desire to be called a prophet, but have long since predicted, with the course adopted by our Government, that we would find ourselves in 1840 just where we are, not one step advanced in closing this war.

The question is, where does the fault lie, in the Government or in the troops? I answer, partly in the Government, and partly in the bad systems pursued by some of our commanders.

When the war first broke out, we were fully aware, that in a country presenting as many obstacles as this did, care must be taken, before we commenced active operations, to end this arduous duty. No one doubted that the Indians could not be conquered; but the inquiry was, what course should we adopt to place the troops in such positions as to compete with the enemy?

When General CLINCH informed the Secretary of War, of the state in which he found the Indians, then was the time for Government to have sent a force sufficient to have finished the troubles, and caused them to have emigrated; but no, that General's requests were laid aside unnoticed, until Major DADE with his whole command were massacred, and their bones lay bleaching on the pine barrens for two months before troops could be sent to gather up their remains. All this was proper management, and laid the foundation for scenes to be witnessed which have stirred up since that date, every feeling of the human heart. The widow and orphan have departed from this Territory, to seek a shelter among strangers, and a support from the generous, after witnessing the last honors paid to those whom they held dear. But this was all right; our Government considered it correct and just, and followed on, step by step, its own views, until lives after lives have been lost, and the country disgraced.

As to the management of our commanders, look at the course pursued by General GAINES, and blush, readers, at the movements of that military commander. The country is too well acquainted with it, the whole army have been compelled to smart under it too much, to have the many errors rehearsed at this late period. It is well known, that, at that time, the enemy were not aware of their natural defences, and believed the whites to be better warriors than some of them proved to be in 1836 and 1837. During that period, by a favorite policy, the Territory was overrun by volunteers, brought at an enormous expense, and for what purpose is better known to those who ordered them.

General JESUP was ordered here from the Creek country too late to act until the fall of 1837, and with the knowledge which I have of that indefatigable officer, no man ever persevered more than he did, until the command was turned over in 1838, by him, to that distinguished officer, General TAYLOR. General JESUP found, however, before he left the country, that something was rotten in the state of Denmark; and while those on the west side of the Okeechobee lent him their aid to carry out his plans, he had in his own camp more to contend against than even the enemy.

Thus have we gone on from 1835 to 1840, and now find waving from the top of every guard-house a white flag, unsolicited by the enemy, and orders issued to treat these monsters with kindness, who have deluged this Territory with the blood of its suffering inhabitants. Another talk is in contemplation at Fort King; presents are now in store for them; and the result will no doubt be the same as took place in 1839—a second Calloosahatchee massacre.

Who could have expected to end this war with the small force operating as the troops have been since the commencement of the campaign of 1838?—a country, presenting more obstacles than any on this continent, could hardly be expected to be guarded and the enemy taken, with a few thousand men. Had some ten thousand been sent into Florida, the war could have been ended in one season, and the money of the people saved, as well as the lives of officers and men who have been sacrificed by bad management to these savages, who are now peeted for acts of barbarity.

CANARD.

Domestic Intelligence.

FLORIDA WAR.

ST. AUGUSTINE, July 10.—Fifty canoes, built of cypress, and twenty feet long, were to be shipped this week from Savannah to Cape Roman, Florida. They were intended for the examining force under Lieut. McLaughlin, U. S. Navy which is to proceed through the *Pai-hai-okee*, or *Grass water*, in the Southern point of this Peninsula.—*News*.

JACKSONVILLE, July 7.—General Armistead seems determined to continue the work with the spirit in which he commenced. He is operating in the very heart of the Indian country, and every express brings us intelligence of corn fields destroyed, women and children captured, camps broken up, and new trails found and followed. General A. affords each officer an opportunity to distinguish himself by making it discretionary with each respectively how far to pursue the enemy into his cover. 'Tis a good move. Had this been adopted at first, the Indian would ere this have had no home nor place in Florida.

We have no recent intelligence from the scene of operations. The Depot at Garey's Ferry is to be removed to Pilatka. Twenty dollars a month are offered for laborers. It will probably be two or three months before the removal is completed.

IMPROVED CHRONOMETER.—Messrs. Palmer and Hanks, of this city, exhibited at the Fair of the Mechanic's Institute, a Chronometer of their own manufacture—an elegant specimen of work. The arrangement of the wheel work is very simple and beautiful, consisting of three wheels, each having a separate and distinct movement. There are three dials, which reduce the friction below that in ordinary instruments. The escapement work is highly finished, and so arranged that the pallets may be adjusted to produce a perfectly dead heat. The pendulum, with its rod, &c., weighs twenty pounds, and gives power equal to three and a half pounds. The compensative is on an entirely new plan, being a semicircle of brass and steel, with the pendulum ball suspended by two levers to the circumference of the circle. It is in a mahogany case made by J. C. Bachelor.—*Cincinnati Gazette*.

PENSACOLA, July 4.—A Naval Court Martial is now sitting on board the frigate Macedonian, at which Passed Midshipman Hooe and others are on their trial. The charges against Mr. H. were preferred by Commander U. P. Levy, and relate, we understand, to a certain personal difficulty between the prosecutor and the accused.—*Gazette*.

COMMODORE ELLIOTT.—The Naval General Court Martial, which convened at Philadelphia on the 4th of May last, for the trial of Com. Elliott, found him guilty of the 1st, 3d, 5th, and 8th charges preferred against him, and sentenced him to be suspended for four years, with a suspension of pay for the first two years.

The sentence has been approved by the Secretary of the Navy; but so much of it as deprived Com. Elliott of his pay has been remitted by the President.

As soon as the state of our columns will permit, we shall insert the official promulgation of the finding and sentence of the court, with the charges and specifications of which Com. Elliott was found guilty, as above mentioned.—*Globe.*

REVIEW.—Gen. Wool, U. S. A. arrived from the west in the Milwaukee this morning. He spent several hours at Cleveland, and reviewed the military at that place yesterday. To-morrow morning the weekly parade takes place at our barracks, when it is understood the general will be present. Nine o'clock is the hour appointed.—*Buffalo Commercial Advertiser, July 10.*

ARMY.

ENGINEER DEPARTMENT,
Washington, June 23, 1840.

ENGINEER ORDER No. 1.

I...2d Lieut. Robert Q. Butler, Corps of Engineers, will report himself, on the 28th of August next, to the Superintendent of the Military Academy at West Point, for duty as an assistant in the Department of Engineering.

II...2d Lieut. Henry W. Halleck, of the Corps of Engineers, will be relieved from duty at the Military Academy at the close of the present General Examination, and will report himself, on or before the 1st day of August next, to the Chief Engineer at Washington, for duty with the Board of Engineers.

III...2d Lieut. Jeremy F. Gilmer, of the Corps of Topographical Engineers, will be relieved from duty at the Military Academy at the close of the present General Examination, and will report himself to Major Jno. L. Smith at New York, on or before the 1st day of August next, for duty as assistant at Fort Schuyler, New York Harbor.

IV...2d Lieut. Henry L. Smith, of the Corps of Engineers, is assigned to duty at Grand Terre, Louisiana, as assistant to Captain J. G. Barnard, to whom he will forthwith report by letter, directed to New Orleans, and by whom he will be instructed as to the period when he must report in person.

JOSEPH G. TOTTEN,
Colonel & Chief Engineer.

Lieut. P. O. Hebert, Corps of Engineers, ordered to Washington, D. C., by the 1st September, 1840, for duty with the Board of Engineers.

NAVY.

ORDERS.

July 14—Lieut. D. N. Ingraham, leave 3 months, having returned from Brazil on sick ticket.

Lieut. C. W. Fickering, detached from steamer Fulton, and leave 3 mo's.

16—P. Mid. G. L. Selden, detached from depot of charts, &c., and leave 2 mo's.

P. Mid. Charles Thomas, Receiving ship, Baltimore.

17—Lieut. W. P. Piercy, Ordinary, Norfolk.

P. Mid. M. C. Watkins, Receiving ship, New York.

18—P. Mid. I. N. Brown, do Boston.

20—Boatswain John Miller, Navy Yard, New York.

21—Lieut. G. M. Bache, order to command of schr. Jersey, revoked.

(We understand that Lieut. B. was relieved from the command of the Jersey, at his own request; but he is not detached from the coast survey.)

Commr. J. J. Young, detached from Hospital, Norfolk.

P. Mid. W. R. McKinney, Rendezvous, Philadelphia.

PROMOTIONS.

Passed Midshipmen to be Lieutenants.

Henry S. Stellwagen, July 2, 1840.

James L. Henderson, July 6, 1840.

APPOINTMENTS.

To be Purrs.

Christopher C. Rice, of New York, Oct. 17, 1839.

John B. Rittenhouse, of Alabama, July 21, 1840.

Thomas Gadsden, of South Carolina, July 21 1840.

NAVY DEPARTMENT, July 16, 1840.

The Board recently convened at the Naval Asylum, Philadelphia, for the examination of Midshipmen, has closed its proceeding, and reported the same to the Department.

The following is the list of Midshipmen who passed, in the order of rank assigned them by the Board, viz:

1 Isaac N. Brown,	12 Wm. H. Macomb,
2 R. Delaney Izard,	13 Stephen D. Trenchard,
3 Napoleon Collins,	14 W. R. McKinney,
4 John L. Worden,	15 A. Harrell,
5 Wm. L. Blanton,	16 A. H. Jenkins,
6 Benj. S. Gannt,	17 Samuel J. Shipley,*
7 Henry A. Wise,	18 John J. Guthrie,
8 C. St. Geo. Noland,	19 Mayo C. Watkins,
9 J. F. Marrast,	20 M. B. Woolsey,
10 Edw. C. Anderson,	21 R. P. Lovell.
11 Reed Werden,	

Midshipman Robert M. Bowland passed in seamanship, but was rejected in navigation and mathematics.

Midshipman P. C. Van Wyck was prevented from appearing before the Board by sickness.

Midshipman James Riddle reported himself, but declined an examination.

MARRIAGE.

In Portsmouth, Va., on the 14th instant, Lieut. WM. B. LYNE, of the U. S. navy, to Mrs. ELIZABETH B. GALT, of that place.

DEATH.

On the 17th inst., at Bedford Springs, Pa., Captain WASHINGTON HOOD, of the U. S. army. Capt. Hood's illness was occasioned by the indefatigable prosecution of arduous duties in ascertaining and settling the correct western boundaries of the States of Missouri, Arkansas, &c., under the direction of the War Department. His skill and talent rendered him the pride and ornament of the Topographical Corps of the army, whilst his noble frankness, generosity and other soldier-like virtues endeared him to his brother officers, who will long lament his death. The army have lost in him a most useful officer, and the country in whose service he died, a patriot soldier. But to his own family and immediate friends, alas! his loss is irreparable.

SEMAPHORIC TELEGRAPH.

Just received, and for sale at the office of the Army and Navy Chronicle,

JOHN R. PARKER'S SEMAPHORIC TELEGRAPH SIGNAL BOOK and UNITED STATES TELEGRAPH VOCABULARY, in Three Parts; containing,

The Marine Telegraph and Holyhead systems of conversation, adapted to the use of the Semaphoric Telegraph, embracing 30,000 words, phrases and sentences, numerically arranged for conversation between vessels at sea, as well as communications on shore;

The Marine Telegraph Register, of 2,000 vessels which have adopted the Semaphoric system of communication with the Marine Telegraph flags.

Sets of flags, with a designating number and Signal Book, supplied by

B. HOMANS,
Agent for the Proprietor.

OFFICIAL NAVAL REGISTER, for 1840.—A few copies for sale at this office.

Ap. 2

ARMY AND NAVY CHRONICLE.

The irregular appearance of the Army and Navy Chronicle has been the most serious impediment to its success. That irregularity can be obviated for the future by a very simple plan, which is easy of accomplishment and will require but little exertion on the part of its friends.

The editor has on hand one hundred complete sets for the years 1836, 7, 8, and 9, (excepting the month of October, 1839, not yet printed,) which he offers at half price, or ten dollars for the four years. If these can be disposed of, it will produce the sum of one thousand dollars, which with current subscriptions will ensure the future punctual appearance of the Chronicle.

There are surely one hundred officers in the army and navy, without counting upon individuals out of the service, public libraries and other institutions, who would be glad to possess the only authentic and permanent record of military and naval events published in this country.

If there be any who wish to secure a set, but whose stations are so remote or uncertain that they cannot conveniently receive and take care of it, they can remit the money, and the set will be laid aside, subject to order at any moment.

Not a week elapses without applications for missing numbers to complete files; and many subscribers have declared that they would not part with theirs on any terms, if they could not be replaced.

July 16

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE,
Washington, July 1st, 1840.

SEPARATE proposals will be received at this office until the first day of October next, for the delivery of provisions in bulk for the use of the troops of the United States, upon inspection, as follows:

At New Orleans.

100 barrels of Pork
200 barrels of fresh superfine Flour
90 bushels of new white field Beans
1,500 pounds of good hard Soap
40 bushels of good clean dry Salt

At the public landing, six miles from Fort Towson mouth of the Chiemichi.

400 barrels of Pork
800 barrels of fresh superfine Flour
360 bushels of new white field Beans
6,000 pounds of good hard Soap
160 bushels of good clean dry Salt

The whole to be delivered in all the month of April, 1841, and to leave Natchitoches by the 20th February, 1841.

At Fort Smith, Arkansas.

1,000 barrels of Pork
2,000 barrels of fresh superfine Flour
900 bushels of new white field Beans
15,000 pounds of good hard Soap
400 bushels of good clean dry Salt

The whole to be delivered in all the month of May, 1841.

At St. Louis, or Jefferson Barracks, Missouri.

500 barrels of Pork
1,000 barrels of fresh superfine Flour
450 bushels of new white field Beans
7,500 pounds of good hard Soap
200 bushels of good clean dry Salt

At Fort Crawford, Prairie du Chien, Mississippi river.

200 barrels of Pork
400 barrels of fresh superfine Flour
180 bushels of new white field Beans
3,000 pounds of good hard Soap
2,000 pounds of good hard tallow Candles
80 bushels of good clean dry Salt

The whole to be delivered by the 1st of June, 1841.

At Fort Saelling, St. Peters.

400 barrels of Pork
800 barrels of fresh superfine Flour
350 bushels of new white field Beans
6,000 pounds of good hard Soap
4,000 pounds of good hard tallow Candles
160 bushels of good clean dry Salt

The whole to be delivered by the 15th of June, 1841.

At Fort Winnebago, on Fox river, at the portage of Fox and Wiskonsin rivers.

300 barrels of Pork
600 barrels of fresh superfine Flour
270 bushels of new white field Beans
4,500 pounds of good hard Soap
3,000 pounds of good hard tallow Candles
120 bushels of good clean dry Salt

The whole to be delivered by the first of June, 1841.

At Fort Howard, Green Bay

200 barrels of Pork
400 barrels of fresh superfine Flour
180 bushels of new white Beans
3,000 pounds of good hard Soap
2,000 pounds of good hard tallow Candles
80 bushels of good clean dry Salt

The whole to be delivered by the first of June, 1841.

At Fort Brady, Sault de Ste. Marie.

100 barrels of Pork
200 barrels of fresh superfine Flour
90 bushels of new white field Beans
1,500 pounds of good hard Soap
1,000 pounds of good hard tallow Candles
40 bushels of good clean dry Salt

The whole to be delivered by the first of June, 1841.

At Hancock Barracks, Houlton, Maine.

400 barrels of Pork
800 barrels of fresh superfine flour
360 bushels of new white field Beans
6,000 pounds of good hard Soap
4,000 pounds of good hard tallow Candles
160 bushels of good clean dry Salt

The whole to be delivered in December, 1840, and January and February, 1841.

At New York.

400 barrels of Pork
800 barrels of fresh superfine Flour
360 bushels of new white field Beans
6,000 pounds of good hard Soap
160 bushels of good clean dry Salt

At Baltimore.

200 barrels of Pork
400 barrels of fresh superfine Flour
180 bushels of new white field Beans
3,000 pounds of good hard Soap
80 bushels of good clean dry Salt

NOTE.—All bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1841, and 1st March, 1842.

The hogs of which the pork is packed, to be fattened on corn, and each hog to weigh not less than two hundred pounds, and consist of one hog to each barrel, excluding the feet, legs, ears and snout. Side piccys may be substituted for the hams. The Pork is to be first salted with Turks Island salt, and then carefully packed with the same article, in pieces not exceeding ten pounds each. When the packing has been completed, the contractor must furnish to this office a certificate from the packer, that the Pork has been so salted and packed. The Pork to be contained in seasoned heart of white oak or white ash barrels, full hooped; the Beans in water-tight barrels, and the Soap and Candles in strong boxes of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The Candles to have cotton wicks. The provisions for Prairie du Chien and St. Peters, must pass St. Louis for their ultimate destination, by the 15th of April, 1841. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase to supply these posts.

The provisions will be inspected at the time and place of delivery, and all expenses to be paid by contractors until they are deposited at such store-houses as may be designated by the agents of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract, and also of increasing or reducing the quantities of each delivery one-third, subsequent to contract, on giving sixty days previous notice.

Bidders, not heretofore contractors, are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government, otherwise their proposals will not be acted on.

Advances cannot be made in any case; and evidence of inspection and full delivery will be required at this office before requisition will be made upon the Treasury for payment, which will be effected in such public money as may be convenient to the points of delivery, the places of purchase, or the residence of the contractors.

No drafts on this office will be accepted or paid under any circumstances.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing Army Subsistence."

GEO. GIBSON, C. G. S.

July 9—t Sept. 29

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully inform the officers of the army and navy, that he is now enabled to furnish to the different corps their uniform complete, all made of the best materials, and forwarded with despatch.

To prevent errors, the Legislature of New York has authorized him to change his name to JOHN S. FRASER; therefore all letters hereafter will be addressed to JOHN S. FRASER,

March 5—tf 108 Pearl street, New York.